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Nerseburg airfield. 2. The following observations were made at the field between 4 and 17 December: 4 December: There was a closed cloud base. No air activity was observed in the afternoon. #5 p.m., six MG-15s were parked south of the set end of the runway. A rotary sarrchight located near a building with a tower, probably the flight control building, was in operation between 6 and 11 p.m. It which the dispersal area at the eastern end of the runway. After about 10 minutes, the vehicles slowly approached the hangars moving at larger intervals and stopped in front of the eastern end of the runway to the hangar. Source telieved that the vehicles towed planes from the eastern end of the runway to the hangar. 7 December: There was a closed cloud base and fog. No air activity was observed in the afternoon. Sight swort-back jet fighters were perked in two groups of four planes on the dispersal area at the eastern end of the runway. At 3 p.m., source observed that the four planes of the exatern group were not covered with targentine, while the other four planes were partially covered. 13 December: There was an 8/10 overcast and a heavy westerly wind. Fetween and 5 p.m., no air activity was observed at the field. At 4:30 p.m., 7 Mig-15s including 2 covered with targentine, were parked at the dispersal scae of the alert flight at the east and of the runway. At about 4:45 p.m., several planes, including two Mig-15s, without targentine were towed by a jeep to the site in front of the hangar. Further activity could not be observed because of the darkness.		Or 4 December 1952, the sedan Mercedes and truck	
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· · · · · · · · · · · · · · · · · · ·	17 December. Petween 1 and 4 p.m., no air activity was observed while the sky was about 3/10 overcast. At 3:30 p.m., eight
· · · · · · · · · · · · · · · · · · ·	rig-15s were observed at the usual dispersal area at the eastern end of the runway. Caly three vesterment alert planes were covered with tarpaylins. On the 25X1
	easternmost plane.
`3 •	In December, four shrapnelproof aircraft revetments were observed in the northern section of the field. A dozer which had been used for the construction of these revetments was again located west of the revetments in late December.
4.	At 5:30 a.m. on 7 Pecember, eight railroad tank cers were observed on the spur track of the field. The cars were coupled to a locumotive and left toward the main railroad line at about 6 a.m. A fuel sample was secured from one car.
	The radar set with a grid net made on rotation and usually stapped in such a position that its dipoles pointed to the field.
25X1A 25X1A 6°	Motor vehicles which entered and left the field included trucks
23/1/4	used for unloading timber, about A noters long, near the dredgers.
25X1X 7.	The following observations were made at the field between 14 December and 12 January:
	14 and 15 December. There was a closed cloud base at an altitude of 500 meters and a visibility of 1 km. No air activity was observed.
25X1	16 December. The sty was clear, and the visibility was good. Fetween 9 a.m. and 2:15 p.w., there was air activity by aircraft in flights and in ferrations of up to 8 planes. 25X1 Jere identified on the planes.
	18 December. There was a closed cloud base at an altitude of 1,000 meters. Visibility was limited to 2 km. Between 9 a.m. and 3 p.m., individual local flights were flown by aircraft including four planes 25X1
	19 and 20 Fecenher. There was a closed base at an altitude of 300 meters. Visibility was limited to about 500 meters. No air activity was observed.
	21 December. There was a cloud base of about 3/10 at an altitude of about 1,500 meters, good visibility, but no air activity.
	22 December. Between 8:40 a.m. and 2:30 p.m., MiG-15s flow in elements of two and in formations of three. The ceiling was at an altitude of 1,000 meters and visibility was good.
	23 December. The closed cloud base was at an altitude of 500 meters, and visibility was limited to 1 km. No air activity was observed.
	24 December. The sky was blue, and visibility was good. Between 12:04 and 4:10 p.m., there was formation flying in groups of 4 and 8 planes. Four of the aircraft had E-tween 25X1 6 p.m. and ridnight, hight flying was performed in flights and in
	formations of up to E planes. The intervals and distances between the
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individual planes were 6 to 8 wing sp lengths respectively. Formation flyi	ens and 6 to 8 and to	aircraft i very vell.	
25 December. There was a 3/10 overca 2,000 meters and good visibility. Af plene with the circled over 3 p.m., a number of planes approached east at an altitude of 8,000 to 10,00 alert was sounded at the field for 2 a formation consisting of three flight the field without warming up the engine the take-off, the formation had reach trails becare visible. Twelve minute was air corbat over the town which confield glasses. This air fighting less and 31 minutes in the afternoon. Submation furned off and the MiG-15s which field assembled in three flights care landed in the following succession excepts.	ter 9:50 a.m., a the field. It l the field comin 0 meters. In to to 3 minutes. In ts of 1:16-15s to nes. Eight minued a height in to s after the take uld be observed the 28 minutes i sequently, the a ch had taken off down at a steep	a type-29 If a.m. and ag from the oth cases, Thereupon, ook off from ates after which vepor e-off, there only through in the rorning attacking fore f from the ornine and	
First flight: Second flight: Third flight:			25X1
The attacking sircraft obviously were multi-engine planes which flew very for mid-night, there was night flying as a 26 Becember. The sky was 5/10 overces meters, and visibility was good. Peter flying was practiced in flights and for night flying, the planes flew at large on the preceding days.	est. Fetween 4: on 24 December. st at an altitud ween 9 a.m. and orwations of 8 p	10 p.m. and le of about 500 midnight, lanes. During	
27 December. There was an 8/10 overce 8:30 a.m., and 3 p.m., individual local	est and good vis I flights were m	ik ility . Petween ade.	n
30 December to 12 January. No air act The landing field and runway were cover the snow cover was about 25 or deep. observed through field glasses that the cover at the field, except for a small the landing field. During the period removed from the runway.	ered with snow. On this day, so here were no tra L strip along th	On 11 January, urce definitely ils on the snow e western edge or	f
About 20 shraphelproof eircraft revetment of the runway, the intervals between the proof revetments being 75 to 80 cm. I pointed toward the runway.	he runway and t	he shrepnel-	
In early January, no wents or trucks we placement on the eastern edge of the farrels could be identified as the snotines.	lield. On 11 Jes	nuary, the gun	•.
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		retor unit with a protection roof were observed in the eastern	
		extension of the runway. Nearby, there was truck with a mounted searchlight, about 120 cm in diameter, which was	25X1E
		parked on a loading ramp. Recently, these objects were	
		surrounded by a barbed wire fence and guarded by two watchdogs.	
		• A small shed with windows was observed between the radio mast	
		and the runway, about 400 meters from the runway. This shed which was also surrounded by a barbed wire fence was probably	
		used by sentries. In early January, the two radar sets were at	
		their previous locations. Three brick buildings, each with a	
		rod antenna 7 to 9 meters high, were located in the northwestern section of the field.	
		secotor of ato fields.	
	11.		
		northern edge of the field was being extended to the west. A small wooden building with windows, which was continuously occu-	
		pied by a sentry, was located north of the west end of the runway.	
		A jeep which belonged to this building, was repeatedly observed	
	•	moving between the runway and the southern edge of the landing	
	•	field。	5X1A
	120		0 , (), (
		observed at the field. On 11 January, almost no personnel were	
		observed in front of the hangars and near the eight MiG-15s of the alert flight. In December, in addition to soldiers wearing black-	
		bordered blue epaulets, soldiers wearing black-bordered black epau-	
		lets were occasionally observed. Trucks]
		drivers wearing black-bordered black epaulets and truck	~
		driver wearing black-bordered blue epaulets, were observed entering and leaving the field.	5X1A
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		25X1A	
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		or a lighter division and a fighter regiment. In the second half	
		of December, air activity considerably increased. The exercise on	
		25 December 1952, was protably performed against an attacking bomber unit. However, no reports showing take-offs from bomber	
		Of the state of th	25X1
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		25X1A	
	2.		
		aircraft revetments were previously reported from Merseburg air-	1
		field. Most of the revetments are probably located in the area north of the runway.	
		25X1A	
	3.	. Comment. According to available information, Merseburg air-	٠
		field is usually supplied with fuel from the air force fuel dump	
25X1A		in Aken. 25X1A	
	4.	Commenta At present, three radar sets, including a Dumbo	
າ	5X1A	type set, type set and a set with two Yagi type antenna	S
		are located at the field.	
	<u> </u>	These three types of sets were previously observed at eirfields at which a division headquarters is stationed. It is	
•		believed that the division headquarters of the fighter regiments	
		in Koethen, Merseburg, and Altenburg is stationed in Merseburg.	
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5.	Merseburg. Meanwhin brick buildings	light AA gun battom ille the AAA soldiem so	rs are pro	cally quartered
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